



# COAST GUARD RESERVIST

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## PRIMARY THRUST

THE PRIMARY THRUST OF THE RESERVE PROGRAM CONTINUES TO BE MAXIMUM POSSIBLE AUGMENTATION! The purpose is to develop an optimal readiness posture for support of the Regular Coast Guard during seasonal peakloads, peacetime disasters and contingencies and emergencies involving the national security.

Some reservists believe that we should not go overboard on the augmentation of the Regular Coast Guard --that we should attain this goal over a longer period of time. For this reason the new FY 1973 "Reserve wide" goal has been set from 60-80 percent, recognizing that much work needs to be done to work out the bugs in a meaningful augmentation program.

This program can best be achieved by assignment of reservists on a repetitive basis to port security stations, captains-of-the-port, groups, search and rescue stations and other operating units--to work alongside our Regular personnel and to function as full time Coast Guardsmen on a part time basis. This should provide opportunities for reservists to ease workloads, aid in accomplishing jobs that could not otherwise be accomplished, permit school assignments to be made, and enable leave and liberty to be granted to Regular personnel at stations where excessive working hours are a normal condition.

## GOOD RAPPORT

Augmentation of regular operating units can only be effective when a good rapport is achieved between the Regular and Reserve Coast Guardsmen involved. The reservists must be knowledgeable in the duties to be performed. They can only be so trained by repetitive assignments to the same unit for a long period of time (18-36 months). The C. O. of a station or a captain-of-the-port will not qualify a Regular Coast Guardsman to stand a watch until he has been trained for a period of time--sometimes for several months. The Reserve petty officer cannot qualify in a few weekends. Extra training as a boat coxswain/engineer at the unit or during annual Active Duty

for Training, or at a training center can and should assist in early qualification of reservists to stand watches at operating units.

Variations in Reserve unit organizations permitting seasonal augmentation can be arranged. Remote units can shut down in winter months and devote more time in summer months to seasonal peakload missions such as boating safety and search and rescue.

## BALANCED PROGRAMS

What I find very difficult to accept are wide-spread reports of reservists still sitting in classrooms with little or nothing to do. Good unit leadership can solve these problems of poor utilization of our reservists' drill time. At Headquarters and at the districts, your district commanders and I are very interested in assisting the unit commanding officer to achieve a balanced and meaningful program.

Senior reservists will coordinate Reserve activities between Regular and Reserve units. The emphasis in ACUTRA training will be on small boat coxswain and engineer qualification, dangerous cargo expertise, boating safety, anti-pollution activities, M & R capabilities, plus general port security, captain of the port and search and rescue station operations and watchstanding orientation.

Unit rate training will generally be limited to the Port Security, Boatswain's Mate and Fireman ratings, although reservists also will be trained as CS, EM, DC, YN and SK. The SPAR program will continue to grow steadily through the year.

## PEOPLE PROGRAMS

There are three new significant "people programs" related to augmentation. They are:

1. The development of a more meaningful Reserve officer career pattern by establishing a pyramidal structure of our Selected Reserve officer corps that will include some small increase in the senior grades,

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## THE ADMIRAL'S CORNER

### Reserve OPLAN '73

Significant changes for the Selected Reserve were begun last year as the result of Congressional recommendations made on a number of occasions during the period 1969-71. These recommendations proposed that a peacetime mission additional to that of training for its wartime role be developed for the Coast Guard Reserve.

It was proposed that:

*"Training and missions in the civilian or peacetime activities of the Coast Guard would provide tangible benefits to the taxpayers for their investment in the Coast Guard Reserve and improve the motivation and career enhancement of the individual reservists."*

*"...Reserve Training should be directed to support of Coast Guard programs (search and rescue, merchant marine and boating safety, aids to navigation, ice-breaking, port safety and law enforcement) and thus supplement the Regular Coast Guard during national emergencies and natural disasters."*

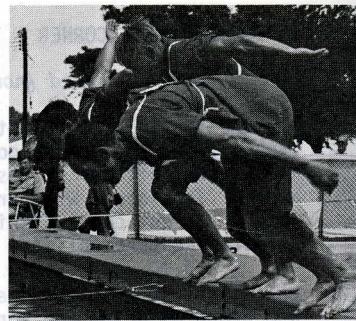
## AUGMENTATION GOALS

Goals of 50 percent augmentation were established in August 1971, and greater flexibility in scheduling drills was authorized. A program was established making reservists available for from two through nine weeks for augmentation; coxswain and boat engineer courses were established; CGC UNIMAK was committed to lobster fisheries patrols; etc.

# Pocket Copy--Pollution Rules and Regs

STATUTE	VIOLATION	WHERE VALID	EXCEPTIONS	PENALTIES	ACTION
Refuse Act of 1899 33 USC 407.	Any discharge of waste into the water. Foreign ships included.	U. S. Navigable Waters (USNW). Tributaries, if refuse floats into USNW. On banks, if likely to wash into USNW.	Liquid flowing from streets and sewers. Discharges from shore under permit, U. S. Army Corps of Engineers.	Fine of \$500-2500; 30 days-1 year; or both. Vessel liable in rem.	Section VII-2, especially VII-2C.
Federal Water Pollution Control Act, as amended, (FWPCA) 33 USC 1161.	1. "Knowing Discharge" of oil producing sheen or discoloration or sludge or emulsion. Foreign ships included.  2. Failure to report such discharge  3. Non-compliance with preventive regulations.	U. S. Navigable Waters Adjoining shorelines and Contiguous Zone.	Same as Oil Pollution Act, but only in Contiguous Zone; otherwise, none.	"Knowing Discharge" civil penalty, \$10,000.  "Failure to Report" criminal penalty, \$10,000 and 1 year  Prevention Regs (eg, Terminat Facility Regs) \$5,000 civil penalty.	Section VII-2.
Oil Pollution Act, 1961, as amended. 33 USC 1001-1015 (Implements Internat'l Convention--see below).	Discharge of oil from U. S. Tanker under 150 gt.; Other vessels under 500 gt.; Whalers; Vessels in Great Lakes or tributaries; Naval vessels or auxiliaries.	Generally applies only to prohibited zones 50 miles from baseline of territorial sea: 100 miles off N.E. coast, USA; 100 miles off W. coast Canada; Other modifications Notice to Mariners.	Discharge to secure safety of ship, prevent damage to ship or cargo, to save life. Unavoidable leakage if minimizing precautions are taken. Bilge discharge containing only lube oil from machinery spaces. Or from a non-tanker proceeding to a port without adequate waste oil reception facilities.	U. S. vessels \$500-2500 fine or 1 year or both. Vessel liable in rem. Licenses liable to suspension or revocation.	Section VII-2 especially VII-2D.
International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended.	Discharge from foreign vessels (same exceptions as Oil Pollution Act of 1961, above).	Same as for Oil Pollution Act (above).	Same as for Oil Pollution Act (above).	Foreign vessels are liable under the convention to home country law. Reported violations are sent via State Dept. by COMDT.	Section VII-3-C.





## CGR Contingent Sweeps 15 of 56 Awards In CIOR "Olympics"



During the recent Interallied Confederation of Reserve Officers (CIOR) military/athletic competitions at Ft. George G. Meade Maryland, the Coast Guard Reserve established an enviable record in its first year of competition. During the week of 7-12 August, four Coast Guard Reserve officers, representing less than three percent of the total competitors from eight NATO countries, captured 15 of the 56 trophies awarded in the various events.

The four coast Guard officers, along with 17 officers from the other U.S. Reserve components, battled for the coveted awards with teams from Great Britain, Norway, West Germany, Belgium, France, Denmark, and the Netherlands.

The three days of competitions consisted of the firing of various weapons, a 500-meter obstacle course, 50-meter utility swim, map reading, estimation of distances, hand grenade throwing, first aid, and an eight mile orienteering run.



And the Coast Guardsmen take to the water (naturally)...



*DIGGIN' IN TO WIN--A Coast Guard competitor finds it's a rough row to hoe en route to victory...as MAJGEN LEWIS (USAFR) and RADM MOREAU look on.*

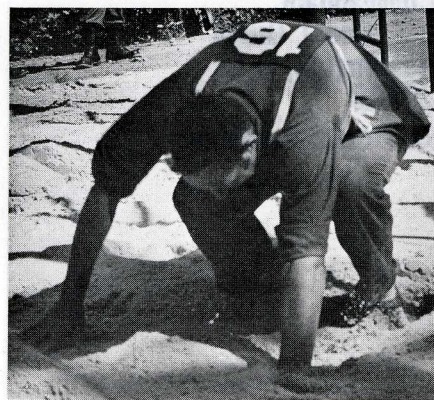
LTJG Stephen R. SMITH, athletic director at USCG TRACEN, Cape May, and ENS Anthony K. KRANITZ, assigned to the Office of Boating Safety at Coast Guard Headquarters, were members of the team which placed second in the overall competition, missing the top award by only 2.5 points. Their team won the overall Marksmanship Trophy and the Norwegian Challenge Cup, with ENS KRANITZ winning the individual first place trophy for Rifle Marksmanship.

LCDR Leonard P. BROOKS, commanding officer of ORTUAG 13-83893 in Portland, Oregon, represented the Coast Guard on the U.S. team consisting of competitors over 35 years of age. In addition to winning first place in this category, LCDR BROOKS' team placed third in the overall competition in relation to contestants of all ages.

ENS Lawrence E. Jamieson, a DWO aboard the USCGC STORIS out of Kodiak, Alaska, was selected as one of the two U.S. alternate competitors. Besides providing support for the U.S. teams and the Coast Guard contingent, ENS JAMIESON assisted in the coaching of the team from the United Kingdom. He had the additional distinction of participating in the Orienteering event as a member of an international team composed of an officer from Belgium, West Ger-

many and the United States.

This year, the competitions were held in the U.S. in conjunction with the 50th anniversary of the Reserve Officers Association. In August, 1973, Italy will host the CIOR athletic competitions in Rome. In view of the CG's outstanding performance this year, interested Reserve officers are encouraged to begin training early in preparation for next year's large anticipated turnout.



*UP, UP, AND UMPH--LCDR Leonard Brooks takes to the air (top photo) before settling not too lightly back on terra firma during competitions.*

...(continued from page 3)

a reduction in LCDR billets and an expansion of the junior commissioned and warrant officer grades. LTJG and ENS accessions will primarily be made by direct commissioning from our Selected Reserve enlisted ranks.

2. A two-year petty officer enlistment program for the 26 to 35 age group of prior and non-prior service personnel based on their civilian skills in trades such as diesel mechanics, electricians, electronic technicians, etc.

3. The removal from drill pay status of officers, warrant officers, and senior petty officers who are unable to participate to the fullest extent in the spirit and purpose of the new Reserve program direction.

I am preparing to commit additional resources, provide Reserve instructors, reorient training and take any other steps within practical limits that will facilitate support of district commanders in expediting the development and implementation of the Reserve augmentation program.

*J. W. Moreau*  
J. W. MOREAU

## Reservists Utilized For Traffic Control

Coast Guard reservists are assisting Regular forces at Port Huron, Mich., in traffic control and pollution clean-up following the collision of two steamships on the St. Clair River in which one of the vessels sank.

The reservists, 26 enlisted men

## RESERVE WATER POLLUTION SEMINAR

### Regulars and Reserves Participate

The Coast Guard Reserve Water Pollution Advisory Council under the direction of ORPSU 11-88875, Los Angeles/Long Beach, recently held a two-day seminar on oil pollution incident investigations. The unit, using its own specialists, conducted the course, the first in a series on pollution prevention and control.

Each of the four LA/LB Port Security Reserve units had four select students along with five individuals from the regular personnel complement at LA/LB COTP. The courses, covering two days instruction, were structured for developing petty officers in proper responsive techniques, including investigations and report writing.

The course also provided the students with a basic understanding of the legislative and legal background of the pollution laws and the results of recent court cases.

The instructor-staff included Reserves with civilian occupations as U. S. Attorney responsible for pollution prosecutions; local attorneys having maritime and pollution specialties; engineers involved in detection and clean-up devices; local law enforcement

investigators; and oil analysis experts. Additional instructors included the local California Fish and Game Director and the COTP oil pollution officer.

The seminar proved to be a highly successful example of joint cooperation between Regulars and Reserves, with the Reserve participants bringing with them additional contributions from their individual occupations.

### The Coast Guard RESERVIST

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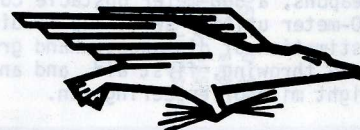
LTJG R. C. BROWN  
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Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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